

# INFORMATION REPORT

CD NO

COUNTRY USSR (Georgian SSR)

DATE DISTR 11 March 1952

SUBJECT Aircraft Plant No. 31 in Tbilisi

NO OF PAGES 2

25X1A

PLACE ACQUIRED [REDACTED]

NO. OF ENCLS. 3  
(LISTED BELOW)

DATE OF INFO. [REDACTED]

SUPPLEMENT TO REPORT NO

25X1X

*HD 212*

1. Aircraft Plant No 31 in Tiflis produced type I aircraft in quantity after the fall of 1946. (1) In 1948, three planes a day of this type were taken to the factory airfield. Type II aircraft were first seen in the spring of 1949. (2) No quantity production was noticed up to September 1943.

Fuselage was made of tubes with an aluminum sheathing. There were two longitudinal tubes from nose to tail to which transverse tubes were welded about 25 cm apart. The outer diameter of the aluminum tubes was about 40 mm, the thickness of their walls was 4 mm. The aluminum sheathing, which was 3 to 4 mm thick, was riveted electrically. (3) The structure of the wings was similar to that of the fuselage as far as could be remembered. The stored aluminum plates were painted dark brown and the aluminum tubes used for the fuselage had a dark green coat of paint.

3. In the engines the air intake was like a funnel. The nozzle exhaust had an air intake like the muffler tail pipe of a motorcycle. This cylinder was about 30 cm long, had several longitudinal slots. (4) The engine had a metallic silver color. At the test stand soot was visible. That red-yellowish flames emanated from the nozzle. Other PWs said that a gasoline motor was used for starting the jet engine.

4. Usually no arms were installed in the aircraft. However, occasionally two guns were seen in each of the wings of both the type I and the type II planes. Source had to carry boxes filled with arms. The box had Russian lettering. When one of these boxes, which was about 2 meters long, was broken open a cannon of 30 or 40 mm caliber without muzzle brake was seen. (5) Another type of box contained two machine guns each.

5. Prior to being shipped out in crates these planes were dismantled by about six men each within two or three hours. (6)

25X1A

## Comments.

- (1) See Annex 1. For a sketch of the type I plane. Annex 3 contains a sketch of this plane's power plant. Contrary to former information this type aircraft is described as being fitted with an internal power plant. Since type I corresponds to the one-seater version with tail wheel which was developed from the Yak-3, it is believed that this statement on the power plant arises from an error in memory.

CLASSIFICATION: CONFIDENTIAL/CONTROL-US OFFICIALS ONLY

STATE #	X	NAVY	X	USNS		DISTRIBUTION	Document No.	
ARMY #	X	AIR	X	FBI			No. Change in Class.	
							Declassified	
							Class. Changed To:	TS S C
							Auth:	100 74-2
							By:	026

CONFIDENTIAL-CONTROL/US OFFICIALS ONLY  
CENTRAL INTELLIGENCE AGENCY

25X1A

2

- (2) See Annex 2 for a sketch of the type 2 plane. Type II corresponds to the two-seater version with nose wheel. It is believed that quantity production of this plane was started about July or August 1948.
- (3) This is in contradiction to a previous report according to which pneumatic riveting hammers were used. The thickness of the outer skin seems to be overrated although it is a fact that sheathing of Soviet aircraft is thicker than that normally used by Western aircraft plants.
- (4) This attachment seems to be a flame protecting device necessitated by the position of the turbine. The measurements of the turbine as mentioned in Annex 3 are believed to be exaggerated.
- (5) From all available information it is believed that the standard armament of this type was two 20-mm machine guns. On the other hand, it must also be possible to mount these 2 machine guns in the wings, and a 37-mm gun in the nose.
- (6) This information is confirmed by many other reports.

- 3 Annexes:
- (1) Type I Aircraft Observed in Tiflis
  - (2) Type II Aircraft Observed in Tiflis
  - (3) Power Plant of Type I Aircraft Observed in Tiflis.

CONFIDENTIAL-CONTROL/US OFFICIALS ONLY